



Oregon

Kate Brown, Governor

Department of Transportation

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June 1st, 2017

ODOT Case No: 7647

Attn: Daniel Riordan, Forest Grove Senior Planner
From: Marah Danielson, ODOT Senior Planner
Subject: 311-17-000013-PLNG: Forest Grove Westside Refinement Plan

We have reviewed the City's proposal to amend the comprehensive plan map, zoning map, development code and TSP relating to the adoption of the Westside Refinement Plan. The site is in the vicinity of OR 47. ODOT has permitting authority for this facility¹ and an interest in assuring that the proposed zone change/comprehensive plan amendments are consistent with the identified function, capacity and performance standard of this facility. According to the 1999 Oregon Highway Plan (OHP), Highway 47 has a performance standard .99 volume to capacity (v/c) ratio. If an intersection is already exceeding or projected to exceed the standard without the proposed amendments, the performance standard is not to make it worse (OHP Policy 1F, Action 1F5).

For zone changes and comprehensive plan amendments, local governments must make a finding that the proposed amendment complies with the Transportation Planning Rule (TPR), OAR 660-012-0060. There must be substantial evidence in the record to either make a finding of "no significant effect" on the transportation system, or, if there is a significant effect, to assure that the land uses to be allowed are consistent with the identified function, capacity, and performance standard of the transportation facility.

The Traffic Analysis Memorandum prepared by SCJ Alliance dated March 8, 2017 identifies that the two intersections of OR 47 at David Hill Rd and Verboort Rd/Purdin Rd will operate above the standards with the proposed plan amendment. Therefore, these two intersections would be significantly affected by the proposed plan amendment.

To mitigate the significant affect, the memorandum recommends the following improvements:

1. OR 47/David Hill Rd Intersection- Add and additional second circulating lane to provide separation for northbound left turning and through traffic as well a separate lane for southbound turns.
2. OR 47/Purdin Rd/Verboort Rd Intersection-Add a northbound right turn slip lane on the south leg of the roundabout and a southbound right turn slip lane on the south leg of the roundabout to the overall roundabout intersection.

¹ OAR 734-051 website: http://arcweb.sos.state.or.us/rules/OARS_700/OAR_734/734_051.html

Intersections Before	TSP Volumes v/c ratio	Westside Volumes v/c ratio
OR 47/Verboort and Purdin	1.06	1.34
OR 47/David Hill Rd	.81	1.33
Intersections Mitigated		
OR 47/Verboort and Purdin		.92
OR 47/David Hill Rd		.95

These improvements would mitigate the significant effect of the proposed plan amendments on OR 47 by reducing the v/c ratio below the standard .99 v/c ratio. In order for these projects to be relied upon as planned transportation facilities for mitigation, a funding plan or mechanism must be in place (TPR 660-012-0060 (4)(b)(B)). This can be accomplished by including the projects on the City's Transportation System Plan Financially Constrained project list. Therefore, ODOT recommends that the TSP Financially Constrained project list be amended to include the following projects:

1. OR 47/David Hill Rd Intersection- Add and additional second circulating lane to provide separation for northbound left turning and through traffic as well a separate lane for southbound turns.
2. OR 47/Purdin Rd/Verboort Rd Intersection-Add a northbound right turn slip lane on the south leg of the roundabout and a southbound right turn slip lane on the south leg of the roundabout to the overall roundabout intersection.

ODOT also asks that the City request that these two projects be included on the 2018 Regional Transportation Plan (RTP) Financially Constrained project list. We understand that adoption of the 2018 RTP will not occur until after the City's adoption of the Westside Refinement Plan.

Based on conversations with City staff, it is our understanding that the traffic volumes from the David Hill Rd Area have been accounted for in the TSP and therefore do not have a significant effect on transportation facilities (TPR 660-012-0060 (9)). The City must make findings to that affect.

Thank you for providing ODOT the opportunity to participate in this land use review. If you have any questions regarding this matter, please contact me at 503.731.8258.

C: Avi Tayar, P.E., Lidwien Rahman, Jon Makler ODOT Region 1